AFFAIRS OF THE RAILWAYS.

Through Tariffs to St. Paul. CHICAGO. Sept. 20 .- There seems to be no truth in the report that the Eastern roads which agreed to publish through tariffs to St. Paul on the basis authorized by the Burlington & Northern have been dissuaded from their purpose by the Trunkline Association. The Fitchburg and the New York & New England have put into effect their tariffs from Boston, and the Lehigh Valley has done the same from New York. The Cincinnati, Hamilton & Dayton has not withdrawn its tariff, and the Big Four has given notice of its intention to put into effect through rates to St. Paul, in connection with the Burlington & Northern, on the basis of 57 cents, first class, from Cincinnati and Cleveland. Although Chairman Faithorn, of the Western Freight Association has authorized all other Northwestern roads to meet the action of the Burlington & Northmeet the action of the Burlington & Northern, it is not certain that they will all avail themselves of the privilege. Certainly the Chicago & Northwestern will take no hasty action, and may decide to remain out of the through business entirely. Those that have given the required notice under Chairman Faithorn's permission will be ready to put the rates into effect next Monday. The general belief is that after the close of navigation the trunk lines will be willing to prorate with the Chicago roads willing to prorate with the Chicago roads on traffic from the seaboard to St. Paul, and then the "Soo" will be easily forced into an agreement to maintain rates.

Personal, Local and General Notes. The Boston Herald says that the name of the next president of the Chicago, Burlington & Quincy will be Harris.

The Toledo, St. Louis & Kansas City road, in the second week of September, earned, gross, \$27,878; increase this year, \$13,020. J. A. Granger has been appointed passen-ger agent of the Chicago, St. Paul & Kansas City road, with headquarters at Colum-

The freight traffic of the transcontinental lines is unprecedentedly heavy, and the In-dianapolis roads are contributing largely to bringing about such results.

H. O. Webb has been appointed traveling passenger agent of the Union Pacific, with headquarters at Indianapolis. The appointment took effect yesterday. That he might borrow \$3,000,000 in Europe, President Stickney, of the Chicago, St. Paul & Kansas City road, gave a pledge that he would live in harmony with com-

Within the last four months the Lake Shore road has expended nearly \$500,000 in improvement to its road-bed, among other things doubling its track an additional

thirty-six miles. President Ingalls, of the Big Four, has contracted for ten more engines, all to be ten-wheelers. They will be heavier than any now in service on the road, weighing 128,000 pounds each.

Some surprise is expressed that the directors of the Toledo, St. Louis & Kansas City, who were elected some weeks ago, have not as yet elected officers. It is intimated that there is a hitch somewhere.

The Vandalia yesterday afternoon brought in thirty-two miners, who were taken on at Brazil. Having become disgusted with affairs there, they will go to Kentucky to work in mines.

Traffic Manager Parker, of the Lake Erie & Western, yesterday afternoon re-ceived a telegram from M. R. Maxwell, general agent of the company, announcing his safe arrival in New York from Europe. Train No. 6, over the I. & St. L. division of the Big Four, yesterday afternoon left

Litchfield, Ill., late, and in making the run to Indianapolis at several places covered miles at a speed of a mile in tifty-seven sec-A member of the trunk-line executive committee says that if the Eric or the Le-

high Valley road has agreed to prorate with any Western line in cut rates, such road has violated a distinctly-understood The low rate tickets to Chicago go off sale

to-morrow. After that date the fare will be \$5 each way, with no round-trip tickets. The only way in which a lower rate can be obtained will be to purchase a 1,000-mile ticket at \$25. Roadmaster Wright will, on Monday,

with a good force of men, commence laying the track which will connect the L., N. A & C. with the joint tracks of the Lake Erie & Western and the Big Four at Massachusetts avenue. A railroad official who is well posted as to Southern roads states that the East Tennes-

see, Virginia & Georgia will undoubtedly secure control of the Kentucky Central road and before Jan. 1 will be running soli trains into Cincinnati. On Oct. 1 Southern tourist tickets will

go on sale, and at rates which are somewhat ower than last year. The general passenger agents of the Southern lines have learned wisdom from the past, and will offer rates which will draw business.

John B. Carson rode over the I. & St. L. division of the Big Four from Greencastle, thirty-eight miles, in forty-five minutes, on Thursday, and on reaching the Union Station said that it was as good a piece of single track as he had over ridden over in his long railroad experience.

han 500 car-loads a day are now arriving in Chicago, against 1,000 car-loads a month ago, and the falling off is fully as noticeable with the Indianapolis roads. It is doubtless due to the low prices offered for grain. It is stated that the Porter syndicate, which recently purchased the Canada & St. Louis road, will at once proceed to make the connection between LaCrosse, on the Chicago & Indiana Coal road, and Goshen, Ind. It is understood that they will also build the proposed extension in Michigan from Battle Creek to Midland.

The Pennsylvania Company has pur-500 acres of ground twelve miles east of Pittsburg, and named the place Walls. On this ground large car-shops are to be erected, and the shops now located at Torreus will be located there. The larger repair-shop will be built in a semi-circular form, and will be 432 feet in diameter.

Said an old railroader yesterday: "It is time that the Louisville, New Albany & Chicago drop the idea of paralleling the Jeffersonville, Madison & Indianapolis, or any other road. If they have any spare money they should try and secure control of the Cincinnati, Hamilton & Indianapolis road before they are cut off at Indianap-

When the Big Four secured control of the Cairo & Vincennes road the question was asked, "What good will it be to the Big Four!" This is answered by Division Freight Agent Fletcher. The road, in the month of August, delivered to the I. & St. L. division at Paris, the crossing point of the two reads, an average of sixty loaded cars a day, and the reciprocating business was fully half as much.

A railroad financier, yesterday, in speaking of the Cincinnati, Hamilton & Dayton as an investment, said that the C., H. & D. had made more men rich than any other road in this country. It had always been a paying road to investors until the Ives-Staynor trouble, and within two years this trouble would be fully overcome. He added that those who have made the money did it in an honorable manner.

In the reforms which take effect on the 29th, the Big Four will take off the night trains between Indianapolis and Cleveland and the answering train. The onehow leaves Indianapolis at 7:30 P. M. and the other arrives at Indianapolis at 6:35 A. M. Both trains have run from the time that night trains were placed on the road, which was long before sleeping cars were run. Both are slow and not very profitable

The Big Four is making every arrange ment to do its fast running between Cincinnati and Chicago. At several points on the western division interlocking signals are being put in. Those at the crossings of other roads-the one at Clark's Hil where it crosses the T., St. L. & K. C., and at St. Anne, where the road crosses the Chicago & Indiana Coal road-are already

up and doing good service. Said a railway superintendent vesterday:
No one will question the ability of the Vandalia to make just as quick time, yes, quicker than can be made over the I. & St. L. division of the Big Four between Indianapolis and St. Louis; but the question with them is, shall we run our big trains in two sections to excel the Big Four in running? On the fast trains of the Big Four but four cars are hauled, while on the Vandalia eleven and often thirteen cars are hauled."

A company has been organized which proposes to build a piece of road from Jasper to Gosport, Ind., which would connect proposes deal direct with the country firms, commerce of this country ever thrust upon the public. It operates against small dealers in this way: Before the law went into effect the country trade was supplied by wholesale firms doing business in the lew States have been carefully watched, but he does not state the exact majorities and the number of congressional seats the party will win. The Colonel will do well to keep his rainbow under cover.

The bald man's motto: "There is room at the houses deal direct with the country firms, but now, by reason of the freight rates alone the Eastern houses deal direct with the country firms,

the old Rockport & Southwestern road with the Louisville, New Albany & Chicago and with the Indianapolis & Vincennes road. This is a mistake, says an old railroader; the road should be built through to Indianapolis, on the east side of the river, as originally intended, and as surveyed at the time. Messrs. Rockwood, Jones and several other Indianapolis men were interested in the R. & S. W. road.

The statement is made that the Big Four combination is buying a controlling interest in the stock of the Cincinnati, Hamilton & Dayton road, paying no attention to its bonded debt, it being none too large for a road of its earning capacity. The talk that the Big Four is likely to secure control of this road causes much comment, as it will be by far one of the most important deals the Big Four syndicate has yet made, eclips-ing in importance the securing of the Bee-line, as in the case of the C., H. & D. a much more important competitor is shut

There was a rumor, yesterday, that the Big Four syndicate would take control of the Ohio, Indiana & Western on Oct. 1. One officer of the Big Four went so far as to state that the traveling auditor of the Big Four has been notified to be in readiness on the first of next month to check up the accounts of the agents along the line. The report may be true, but C. E. Hender-son, general manager of the road, says that he has had no information of that character, and expresses the opinion that if the deal is ever made it will be some weeks before it is accomplished.

Judge Schoonmaker, Judge Bragg and Mr. Veasey, of the Interstate-commerce Commission, have been in St. Louis the past few days, and will leave there for Kansas City to-day, where they have several cases to hear. From there there they go to Chicago, and thence back to Washington. Commis-sioner Bragg, on application for subpœnas duces tecum for the production of books, contracts, vouchers, accounts and papers in the suit or George Rice vs. various Western railroads, oil companies, etc., rendered an opinion to-day in which he lays down the rules, and mode of procedure to be observed in such causes.

Receiver Malott, of the Chicago & Atlantic, who has been in the city for a couple of days, returned to Chicago last night. The receiver ordered the force in the shops increased, and the entire equipment placed in the best order. The company has eighty-four engines, seventy-five of which are good ones, but a number of them are in need of more or less repair. The company is fitting more or less repair. The company is fitting which are to be run on Trains 3 and 12, between Chicago and New York, introducing a new feature in railroading between Chicago and the seaboard. The Erie, in connection with the C. & A., is doing a good deal to attract the through travel to its

G. R. Blanchard, chairman of the Central Traffic Association, has called a meeting of the general passenger and ticket agents, at St. Louis, on Tuesday, Oct. 1, to be held at the Southern Hotel. Chairman Blanchard says that "in view of the importance of this meeting, it is hoped that every general passenger and ticket agent will be present or represented by some one authorized to act for him. In order to have the rates take effect Nov. 1, it will be necessary to have the sheets ready to mail to the commission at Washington, from Chicago, St. Louis and Indianapolis, not later than the 18th of October. Therefore, it will be impossible to send proofs to any line, and all the rates will have to be figured or their basis agreed upon at the meeting."

Working of the Interstate-Commerce Law. To the Editor of the Indianapolis Journal:

I have observed the injustice of this law from two stand-points, having been employed in both the railroad and mercantile service since the law has been effective. It is in direct opposition against both railroads and shippers in many ways. For instance, there are two or more lines centering or passing through a given point whose interests are competitive for business destined to some other point common to both interests. One line decides to reduce the agreed rates, and gives the necessary notice required by law, a copy of which is sent to the commission at Washington (to be filed and not understood), but no notice is given to its competitor of the reduction in the rates, and, consequently, the line making the reduction first secures all the benefit, because it has its rates in the market first, and shippers naturally look upon them as their benefactors, and cling to them and continue shipping that way, thinking that they will always be the first

to pull down the rates. The reduction of this rate works against certain shippers in this way. Take, for instance, a firm doing business and having heavy consignments for the objective point to which the first line reduces its rates, is located on the opposing line's tracks, and a heavy expense is necessary to dray the freight across the city to the track of the line which has reduced its rate. This shipper is discriminated against for the reason that the opposing line cannot meet the rates made by its rival until it gives the five days' notice required by law.

As regards the notice required by the commission: The law says: "Three days' notice shall be given," and the commission says "five days shall be given of reductions in rates," the two days extra as-The grain movement has received a sessed by the commission being allowed for marked check in the last few days. Less the time in transit of the document to Washington giving notice of the said reduction. The law gives the commission power to rule in this arbitrary manner, but the law says that said notice is only to be posted for public inspection but three days prior to the date said reduced rates take effect. This gives the line that first reduces the rate two days' advantage over its competitors, and the notice will be dated and forwarded to the commission, providing for the five days required by law, but this same notice is not posted for public inspection until the third day before it takes effect. I am of the opinion that this should be changed to make the railroads notify

each other of such changes. It is a well-known fact that representatives of certain lines have meetings to agree on rates to points common to one or more lines represented, and that the rates so agreed upon are supposed to be regularly maintained by the associations, such as the Central Traffic Association, the Trunk-line Association, the Chicago & Ohio River Traffic Association, the Associated Railways of Virginia, and about twenty-five other such organizations, but the resolutions and acts of these associations vanish into thin air when by violating any rule some line, a member of such association, can secure a car of freight. Association rules are not law, and will not stick, as there is no penalty whatever that can be imposed by these organizations upon offending members, and it is for this reason that one of the worst features of the interstatecommerce law should be eliminated.

Before the law went into effect railroads

could place impediments in the way of lines in these associations that would restrict the violation of their rules, but the inter-state-commerce law put a stop to this by the third section thereof. One of the penalties imposed upon any offender in these associations, under the old rule, was to refuse to interchange business with it in through cars or on through rates, compelling all freight to be transferred and charging local rates from point of transfer to destination, or if the line receiving it from the offender did not reach the destination of the freight by its own line, it was transferredat junction point with its connection. Section 3 of the interstate-commerce law. however, prevents all such discrimination and forces other lines to follow the action of the unruly member, which, in most cases. they can ill afford to do, for the reason that the wealthier companies are always the first to make the break and the small fry must follow. If the law is just why does it permit such discrimination against the weaker lines? This law injures the manufacturer for the reason that its originator's idea was in direct opposition to State rights. He evidently intended to confine the output of the manufactories to the immediate territory in the locality of the fac-tories. That is, he thought a manufact-urer of buggies in the Eastern States is the first lesson in government that every should not compete with a manufacturer young man should learn.
of like articles in Cincinnati, in business for the Pacific coast and Western Terri-tories, which idea was a very good one, if he knew how to carry it out; but he en-larged on his original idea, and the result is the most absurd attempt to regulate the commerce of this country ever thrust upon

and the middle man is robbed of the trade that fairly belongs to him. While this is a benefit to the country dealer, it is unfair to the intermediate wholesale house, as he has invested capital and spent years of labor in building up a trade which this law takes out of his hands, and places direct with the Eastern houses.

I have many expressions from business men in various parts of the country complaining of this law, and desire to quote the following from the thirty-fourth annual report of the Baltimore Corn and Flour Exchange, for the year ending Dec.

The Interstate Commission, that boon for good and antidote to rate-cutting and special favoritism, still holds its sway, and we read occasionally of its doings and utterances; but we confess to the feeling that it has fallen far short of its mission, not through the fault of its honorable and respected members, but to the very nature of the undertaking. Railroad wars, rate cuttings, open and secret, under-billing, false billing and special and secret, under-billing, false billing and special rates are as frequent now as ever. Charges are made, sometimes proved, but where is the punishment! Do we hear of any! This law, an experiment, was but a step, and a very small one, in the right direction, and the subject will continue to be one for the most careful study alike of our statesmen and bankers, and to their aid in solving the problem must be called the experience of the merchants. A tyro in rate-making or the commercial traveler can show the average Senator more tricks to evade the law than he dreams of, and no permanent good can come he dreams of, and no permanent good can come of any such legislation that ignores the practi-cable experience of the merchant.

You will see from this alone that there are some wise heads who do not agree with the array of intellect in the United States Sen-INDIANAPOLIS, Sept. 18.

THE COURT RECORD.

No. 13694. Abraham Peters vs. Henry J. Banta et al. Pulaski, C. C. Affirmed. Berkshire, J.—Where the sufficiency of the cause of action is called in question by motion in arrest of judgment or by error assigned in this court, if facts sufficient are alleged to bar another suit for the same cause of action, all other defects are cured, by the verdict, and the complaint will be regarded as sufficient to uphold the judgment. 2. The word "party" in the statute (Sec. 412) authorizing changes of venue upon the application of either party is a collective term, and applies to all the parties on either side, whether many or few. 3. It is not ground for a continuance that there had been an appeal taken in another case between the parties. SUPREME COURT DECISIONS.

No. 15060. Thomas Qualter vs. State. Tipton, C. C. Affirmed. Elliott. C. J.-A liquor-seller who sells liquor in a city where a special election is held in a ward for councilman violates Sec. 2098 Revised Statutes, although his place of business is not in such ward, but near the voting place. 2. Sunday is not dies juridicus, and is not to be computed in determining the number of days in which the business of a court has not been transacted. The appellant agreed to a submission of the cause to the court for trial after the alleged improper cessation of business without objection thereto and cannot complain.

13784. William Proctor et al. vs. Erastus

B. Cole. Elkhart C. C. Affirmed. Coffey, J.—A claim asserted as a set-off must be held by the party who asserts it and not by him and another jointly. 2. A person is not bound by a proceeding in court to which he is not a party, and in which he had no opportunity of being heard.

13794. Ex parte David Kilgore. Delaware C. C. Reversed. Mitchell, J.—When a testator provided that his son should be trustee without giving bond but if he abused his trust he should be removed, the court had no power to order the trustee to execute bond, the statute not requiring it. 2. When such trustee is given the right by will to use and enjoy the income and rents of one-fourth of the testator's real estate to aid him in raising and educating his children, he has a beneficial interest of a pecuniary character, which constituted a val-uable right of which he could not be deprived except for abuse of his trust, upon petition by or on behalf of some person interested, and after due notice and an oppor-

tunity to be heard. Alien, S. C. Affirmed. Olds, J.-When the execution of a note is denied under oath, upon proof being made of the genuineness of the signature, it is not error to admit it in evidence before evidence is introduced explaining alterations on the face of the note. 2. When there is a special verdict asked for, it is improper for the court to give general instructions as to the law of the case. It is the duty of the jury to find the facts, leaving it for the court to de-termine the rights and liabilities of the parties from such facts. 3. When it is sought to contradict a witness by his testimony on a former trial, the foundation should be laid, but in such case the long-hand notes of the stenographer who took the testimony on the former trial

are not competent as impeaching evidence.

13146. Andrew T. Hart et al., vs. State
ex rel. Chas. M. Rock, Hancock C. C.
Rehearing denied. Elliott, C. J.—Sureties
on a bond by a contractor for a free gravel road cannot be held beyond the terms of the bond where the words are unambiguous, constitute a complete contract and there is no evidence of any mistake, nor tending to show that the contract does not mean what it says.

14340. Charles L. Cravens vs. Eagle Cot-

ton-mills Company, Jennings C. C. Re-14341. Joseph M. Cravens vs. Eagle Cotton-mills Company, Jennings C. C. Re-hearing denied.

SUPERIOR COURT. m 1-Hon. Napoleon B. Taylor, Jud Geo. C. Toner vs. Geo. W. Swailes; on account. On trial by court. John A. Hasbrook vs. Nannie A. Chal-mers et al.; on bond. Cause settled by Kate Howard vs. Frank Howard; divorce. cruel treatment. Divorce granted.

Room 2-Hon. D. W. Howe, Judge. Perry K. Huey vs. Louisa Huey; divorce. Granted on grounds of cruelty. Frank C. Blair vs. Caleb S. Denny et al. habeas corpus. Dismissed at plaintiff's

Room 3-Hon. Lewis C. Walker, Judge. John R. Simpson vs. Herman Lauter; account. Jury returned a verdict for \$158.15. John J. Johnson vs. The Castleton Natural-gas Company et al.; notes. Judgment for \$1,530.20. John J. Johnson vs. The Castleton Natural-gas Company; note. Judgement for

George B. Yandes, trustee, vs. Albert T Beck et al.; note. Dismissed at plaintiff's Susan M. Benson vs. Conrad Wulf; damages. On trial by a jury. New Suits Filed.

David B. Miller et al. vs. Josie Keeter et Edward J. Robison vs. Wm. McCaslin et al.; for possession of real estate. Demand Ida May Stewart vs. John T. Stewart: divorce. Allegation, failure to provide.

CIRCUIT COURT. Hon. Livingston Howland, Judge. In the matter of the restoration to sanity of Rhoda A. White. Verdict for defendant White.

CRIMINAL COURT. Hon. William Irvin, Judge. State vs. David Adams; iarceny. Fined \$10 and twenty days in work-house. State vs. James Whittaker; larceny. Ac State vs. Rhyburn Herron; larceny. Trial

by court. Still Harping on "States' Rights."

Charleston News and Courier. Mr. George M. Rumph, of St. George's, be longs to the new generation of South Caro linians. He was not brought up under the old institutions, and does not partake of the prejudices of the past. But he is a thoughtful man, and has studied the onestion of popular government, not in its relations to the public sentiment of the North, but in its relations to the principles which underlie the Constitution of the country. The Constitution provides that "The powers not delegated to the United States by the Constitution, nor prohibited

Put Away the Little Rainbow.

New York Telegram. Colonel Brice, we observe, has packed away his little rainbow. He now says that the Democratic prospects in the new States



COUNDRYMEN, Miners and Mechanics, find the Ivory Soap the best to wash up with after work is done. It removes dirt and grease quickly, and is easily rinsed off, leaving the skin soft and smooth. Ivory Soap floats, so if dropped into the water is not lost, for it rises quickly to the top and floats like a chip. IVORY Soap lasts long and costs but little.

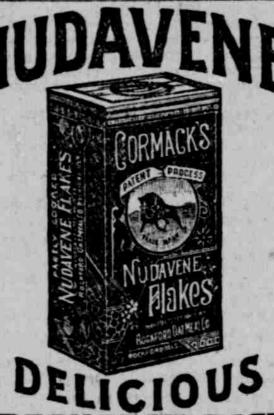
A WORD OF WARNING.

There are many white soaps, each represented to be "just as good as the 'Ivory'; they ARE NOT, but like all counterfeits, lack the peculiar and remarkable qualities of the genuine. Ask for "Ivory" Soap and insist upon getting it. Copyright 1886, by Procter & Gamble.

A Proclamation! Dr. I. Guy Lewis, Fulton, Ark., says:—
"A year ago I had bilious fever; Tutt's
Pills were so highly reccommended
that I used them. Never did medicine
have a happier effect. After a practice of a quarter of a century, I proclaim them the best

ANTI-BILIOUS medicine ever used. I always preseribe them."

Cure All Bilious Diseases.



ASK YOUR GROCER FOR IT.

ONE DOLLAR PER YEAR.

WAGNER—Geo. W., died Sept. 18, 1889, at 9:30 p. m., aged 75 years and 18 days. Funeral Saturday at 2 p. m., 112 Peru street. Friends invited.

WANTED-MALE HELP. WANTED-Reliable local and traveling salesmen.
Positions permanent. Special inducements now;
fast-selling specialties. Don't delay. Salary from
start. BROWN BROS., Nurserymen, Chicago, Ill. WE want a reliable man in your vicinity to show samples of our premium Cigars to dealers. No experience required. Wages \$15 per week and expenses. Steady employment. Address, inclosing 2c stamp for reply. No postals answered. D. O. GALLEAR & CO., Rialto Building, Chicago, Ill.

WANTED-SALESMEN. WANTED—SALESMEN WHO HAVE ESTAB-ilshed trade, to take our Spring line of fine Cloths and Cassimeres as a side line. Good commission.

Box 131, Bryn Mawr, Penna. WANTED-AGENTS. Lagents. Lewis Schiele & Co., 390 Broadway, N.Y. WANTED-TWO RELIABLE, ENERGETIC agents. Salary from start-or commissions for local man. L. P. THURSTON & CO., Empire Nurseries, Rochester, N. Y.

LADY AGENTS WANTED-FOR THE NEW Hygeis Corset. Most satisfactory and best moneymaking article out. For terms, etc., apply to WEST-ERN CORSET CO., St. Louis, Mo. AGENTS should write for illustrated circular Aterms and two weeks free trial, of Missouri Wash er. Washes dirtiest clothes clean by hot steam without rubbing. Eesily sold; profitable. J. Worth, St.

WANTED-MAN-To take the agency of our safes, rize 28x18x18 inches; weight 500 lbs; retail price \$35; other sizes in proportion. A rare chance to create a permanent business at home. These safes meet a demand never before supplied by other safe companies, as we are not governed by the Safe Pool. ALPINE SAFE CO, Cincinnati, O.

WANTED-MISCELLANEOUS, WANTED-ANY ONE HAVING AN OLD brick house can have the press-brick finish applied at little expense. Apply at once. H. L. SHUTE, WANTED-EVERY ONE TO SEE THE PRESS-brick finish on Daniel Stewart's wholesale house. This work guaranteed to stand the weather. For in-formation apply to H. I. SHUTE, 82 Park avenue, city, or 173 Willis ave., West Detroit, Mich.

FOR RENT. TWO BOOMS, WITH POWER, ON MERIDIAN and South streets. Apply at Bryce's Bakery. FOR EXCHANGE.

FOR EXCHANGE - 2,000 ACRES, IN ONE tract, yellow pine land, on the Appalachicolariver, Florida, for city property, and pay difference. Address JOHN LOVETT, Postoffice. FINANCIAL.

MONEY-QUICK-TRY BRYAN, NO. 1 NORTH Meridian street. OANS - MONEY ON MORTGAGES. C. F. SAYLES, 75 East Market street. FINANCIAL-MONEY ON MORTGAGE, FARMS and city property. C. E. COFFIN & CO. MONEY TO LOAN-6 PER CENT. HORACE MCKAY, Room 11, Talbott & New's Block. CIX PER CENT, ON CITY PROPERTY IN INdiana. ISAAC H. KIERSTED, 13 Martindale

To LOAN-Private funds on farm and city property. Large loans on business property, 6 per cent. STANTON & SCOTT, 34 2 North Delaware st. M ONEY TO LOAN ON FARMS AT THE LOW.
est market rate; privileges for payment before
due We also buy municipal bonds, THOS. C. DAY
& CO., 72 East Market street, Indianapolis,

ANNOUNCEMENTS. MRS. BULLARD'S CLASSES WILL MEET Monday afternoon, Sept. 23, to arrange for study. MISS MERRILL'S CLASSES IN ENGLISH Literature will open at 227 North Tennesse et.,

THE SPIRITUAL ASSOCIATION AT MANSUI Hall will be entertained, Sunday morning and evening, by Prof. Van Horn giving wonderful tests. Admission, 10 cents. Sanitary Home—AT34 N. New Jersey St.
Indianapolis, Ind. Chronic diseases and disases of women a specialty. The methods employed are electricity, Swedish movements, baths and other hygienic agents.

RACHEL SWAIN, M. D. A STROLOGER — MRS. DR. ELLIS NEVER fails to tell life's history correctly by the planets, where to go, what to do for success, health and ahppiness, gives information on all subjects. If sick or in trouble consult the Doctor at once. 23 East Michigan street. Can be consulted by letter. ADVERTISED LETTERS.

A DVERTISED LETTERS-The following A the list of letters remaining unclaimed in the Indianapolis Postoffice, on Saturday, Sept. 21, 1889. Please call for "Advertised Letters" and give the date of this list: Ladies' List.

A-Abbot, Mrs. Vine; Achey, Mrs. M.; Allen, B-Baur, Mrs. Nancy; Bartlett, Miss Lizzie Blake, Mrs. Laura; Beckett, Mrs. Frank; Black, Mrs. J. C.; Brown, Mrs. Montie; Beattle, Miss Anna; Brady, Miss S. A.; Bryant, Mrs. Dora; But-ler, Miss Gertie; Brown, Mrs. Mary; Brown, Miss C-Carle, Mrs. Bessie; Crooke, Miss Sallie; Crooke, Mrs. Sarah E.; Cline, Mrs. M. A.; Clark, Miss Eve. E-Ekert, Miss Babette.

F-Fowler, Miss Mary. H-Hall, Rachel M.; Heywood, Miss Allie; Hopkins, Miss M. L.; Harren, Miss Sibbie. K-Kimmel, Miss Belle; Kellogg, Mrs. Ellen. M-Meredith, Mrs. Flora; Murfee, Mary E.; Murray, Miss Lillie H.; Musgrove, Miss Ethel; Mullen, Miss Mollie; Martin, Mrs. Annie; Moore, Miss Katie. N—Neal, Mrs. Emma; Norton, Mrs. Minnie;

R-Russell, Miss Jennie May; Russel, Mrs. Mollie; Richards, Mrs. Belle; Reece, Miss Fannie. S-Smith, Mrs. Jane; Siddall, Mrs. Carrie; Stephens, Mrs. Rachel; Smith, Mrs. Susie C.; Smith, Mrs. Hattie. W-Wrey, Miss Maggie; Wood, Mrs. Eliza; White, Mrs. Mary. Gentlemen's List. A-Allen, Will.

B-Bowman, W. E.; Boneis, Dr. Daniel; Bear, Chas.; Bartlett, Phry; Bunch. George W.; Burk, John; Barnett, J. A. C-Carney, John; Ciney, C. H. D-Dreross, Harry. E-Ennis, Oliver. F-Flynn, Dr. Wm.; Frommer, Charles; Ferris,

G-Gardner, B. F. H-Harrison, Theo.; Hope, Geo. R.; Harrel, B.; Horowitz, M.; Handy, Ed. C.; Hendrick, J. T.;

Horowitz, M.; Handy, Ed. C.; Hendrick, J. I.;
Hazelrigg, J. H.

K-Kolb, C. L.; Keeber Fred; Kennedy Gim.
L-Lowry, C. H.; Long, Chas. R. A.; Lea, Sam N.
M-Minor, John D., Marentes, Jose; Moore,
Thos. A.; Maple, A. J.; Marion, Frank.

Mc-McGee, Robert; McKee, Thos. Henry;
McGraw, Jas. P.; McNaman, J. M.

N-Nichols, H. R.; Nopelton, T.; Nelson, L.

P. Planner, James A. P-Plopper, James A. R-Reeber, J. T.; Reeder, Ray; Russell, Chas.; S—Spangler, Harry; Small, Hover; Southwick, Harry; Swartzel, J. H.; Schrider, Thomas; Schley,

T-Thorn, Alva; Turpin, Edgar; Turner, Ed. V-Viney, Rev. W-Wilt, Howard L.; Wheeler, Geo.; Wright, Wallace; Williams, Arthur; Wade, John. WM. WALLACE, P. M.

CHURCH SERVICES.

CIRST BAPTIST CHURCH-Northeast corner of T Pennsylvania and New York streets. Rev. W. F.
Taylor, pastor, will preach to-morrow at 10:30 a. m.
Evening service at 7:45 p. m. Sabbath-school at 2:15
p. m. All are cordially invited to these services.

CENTRAL CHRISTIAN CHURCH—Corner of Ohio and Delaware streets. D. R. Lucas, pastor, will preach at usual hours. Subject, 10:30 a. m.,

"The First Premium;" 7:30 p. m., "The Gospel to the Gentiles." Sunday-school at 9 a. m.; Howard Cale,

Gentiles." Sunday-school at 3 a. ii. . superintendent. All are invited and welcome to these CENTRAL AVENUE METHODIST EPISCO. O pal Church—Corner of Central avenue and But-ler street. Preaching by the pastor, Rev. J. H. Ford, D. D., at 10:30 a. m. and 7:30 p. m. Class-meeting at 9 a. m. Sunday-school at 2:15 p. m., W. D. Cooper, superintendent. Strangers cordially welcomed. TERIDIAN-STREET METHODIST EPISCO. M pal Church-Southwest corner Meridian and New York streets. The Rev. H. A. Cleveland, D. D. pastor, will preach at 10:30 a.m., theme, "The Gospel of Getting Things Done;" and at 7:30 p. m., theme, "How the Perfumer's Ointment was Spoiled." Classes meet at 9:30; Sunday-school at 2:15: S. C. E. at 3:45. Week-night service, love feast, Thursday at 7:30. Fourth quarterly conference Tuesday, at 7:30. ROBERTS PARK M. E. CHURCH—Corner of Delaware and Vermont streets. Rev. S. A. Keen, D. D., pastor. Fourth quarterly meeting; 9 a. m., love feast, 10:30 a. m., sacrament of the Lord's Supper; 2:15 p. m., Sabbath-school; 6:30 p. m., pentecostal song service; 7:30 p. m., the pastor's last sermon, theme, "Pastoral Retrospections." All members who have not reported their contributions to the various benevolent causes, please send in to-morrow.

MIRST PRESBYTERIAN CHURCH - South.

west corner Pennsylvania and New York streets.
The paster, Rev. M. L. Haines, D. D., will preach tomorrow at 10:45 a. m. and 7:30 p. m. Evening
subject, "The Goodness of the Grace of God." Sunday-school meets at 9:30 a. m. Young People's Society of Christian Endeavor at 6:45 p. m. Weekly
prayer-meeting on Thursday evening, at 7:30 o'clock. SECOND PRESBYTERIAN CHURCH-Corner Pennsylvania and Vermont streets. Rev. James McLeod, D. D., pastor. Morning service at 10:30. Evening service will be held in the Mission Chapel, North Delaware street, commencing at 7:30. The Rev. Joseph Chester, of Cincinnati, will preach in the morning. Sunday-school at 9:30 a.m. Young People's meeting at 6:45 p.m. Prayer-meeting Thursday evening at 7:30. LOURTH PRESBYTERIAN CHURCH-Corner T of Pennsylvania and Pratt streets. Services at 10:30 s. m. and 7:30 p. m., conducted by the pastor, E. P. Whallon. Morning subject, "The Ideal Church." In the evening there will be a special praise service, Sabbath-school at 2:30 p. m. Endeavor Society meeting at 6:45 p. m. A cordial invitation extended. SEVENTH PRESBYTERIAN CHURCH—COR.

Solventh Presbyterian Church—Cor.

Sabbath—School at 2:30 p. m. Christian Endeavor meets at 3:30 p. m. Normal class Monday evening at 7:30, T. C. Day in charge. Prayer—meeting on Thursday evening. A cordial invitation is extended to strangers to attend all these services. PABERNACLE CHURCH-Corner Meridian and Second streets. Rev. J. A. Rondthaler, D. D., pastor. Preaching by the pastor at 10:30 a. m. Young People's Society of Christian Endeavor at 9:45 a. m. Sunday-school at 2:15 p. m. No evening service-

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